2.(Previously presented) The damper of claim 1 wherein said damper body includes first and second metallic housings that mate together to define the chamber and to trap a peripheral edge of the flexible diaphragm such that the diaphragm divides the chamber into said first chamber that communicates to pressurized fuel entering the first fitting and leaving the second fitting and said second sealed chamber on said opposite side, said diaphragm flexing in a manner to attenuate fuel pressure pulses in the fuel system.

3.(Currently amended) The damper of claim 2 wherein one of the first and second metallic ~~housing~~ housings is metallurgically fastened to a metallic quick connect fitting.

4.(Canceled).

5.(Currently amended) The damper of claim 3 wherein the quick connect fitting is formed integrally with ~~the metallic damper body~~ said one of the first and second housings.

6.(Previously presented) The damper of claim 1 wherein the first fitting is preformed as a separate metallic component and fastened metallurgically to the damper body.

7.(Previously presented) The damper of claim 1 wherein the first fitting is formed integrally with the metallic damper body.

8.(Canceled)

9.(Currently amended) The damper of claim [[8]] 1 wherein the second chamber includes said gas at a superambient pressure.

10.(Currently amended) The damper of claim [[8]] 1 wherein the second chamber contains air.

11.(Currently amended) The damper of claim [[8]] 1 wherein the second chamber communicates to a charge port metallurgically sealed after the second chamber is charged with said gas.

12.(Previously presented) A method of making a fuel pressure pulse damper, comprising assembling a flexible diaphragm in a damper body in a gas pressurized enclosure having superambient gas therein such that said superambient gas is trapped in a sealed chamber between the diaphragm and the damper body.

13.(New) The damper of claim 1 wherein the second fitting comprises a quick connect fitting fastened to the metallic damper body.